

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016
APPENDIX L



Islington School Travel Strategy

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX L ISLINGTON SCHOOL TRAVEL STRATEGY

1.0 Introduction

- 1.1 Issues relating to the journey to school are a local and national concern. Much of this concern relates to the impact that the school run has on road-safety, children's health and security, and the efficiency of the road network.
- 1.2 Nationally, in 1986, nearly 60% of children aged 16 and under walked to school, with only 16% travelling by car. Ten years later, the proportion of trips on foot had reduced to below 50%, with car trips nearly doubling to 29% of trips. At the same time there has been a decline in the use of public transport, and cycling has fallen to less than 1% of school journeys.
- 1.3 As a result of these trends, almost one in five car trips in peak hour traffic are on the 'school run', a journey that for many students and parents is less than a mile in length. If allowed to continue, these trends in school travel habits would have significant negative impacts including rising road traffic accidents and casualties, increased traffic congestion, worsening air quality, deteriorating health, and an overall drop in the quality of life enjoyed in Islington. In addition, the present generation of school children is growing increasingly dependent on the car, establishing unsustainable and unhealthy travel patterns for future years.
- 1.4 Some of the primary objectives of Islington Council's Sustainable Transport Strategy are to make Islington's roads safer, to reduce the environmental impacts of transport in Islington, and to improve the performance of the borough's transport network. This School Travel Strategy sets out all the proposals and programmes included in the overall strategy that will be undertaken over the next ten years to address problems with school travel in Islington.
- 1.5 This School Travel Strategy begins with a summary of the Sustainable Transport Strategy of which it is a part. The plan then outlines the school travel policy context, and lists the performance measures from chapter 7 of the overall strategy that relate to school travel. Proposals and programmes from chapters 4, 5 and appendix A of the STS that will impact on school travel in the borough are then listed, with a particular focus on the areas of school travel plans and safer routes to school. Finally, the implementation plan and the process of developing school travel plans are described in detail.

This School Travel Strategy builds on chapters 4, 5, 7 and appendix A of the STS, compiling all school travel related measures

2.0 Islington Council's Sustainable Transport Strategy

- 2.1 The Sustainable Transport Strategy for Islington has been written for four main purposes:
- to document Islington Council's transport strategy for the next ten years, 2006 to 2016, for Islington's residents, businesses, transport partners and other stakeholders
 - to fulfil the Mayor's requirement for Islington Council to develop a local implementation plan
 - to contribute towards the council's new planning policy, the Local Development Framework (LDF), which is being developed alongside the transport strategy and will replace the existing Unitary Development Plan (UDP) towards the end of 2007 or early in 2008
 - to be used as a strategic tool by council officers to assist longer-term programming and co-ordination of transport improvements

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- 2.2 The strategy's vision is derived from Islington Council's overall "One Islington" vision, which is to make Islington:
- a greener place to live
 - a place where people of all backgrounds are able to realise their full potential
 - a borough of safe, empowered communities
- 2.3 Building on the One Islington vision, the objectives of this sustainable transport strategy are to make Islington's transport system:
- Safe
 - Accessible
 - Green
 - Efficient
 - Secure
 - Attractive
- 2.4 The strategy is a very comprehensive compilation of transport information, containing
- Islington's socio-economic/demographic and transport contexts (chapters 1 and 2)
 - strategic transport policies (chapter 3)
 - proposals for specific transport topic areas (chapter 4)
 - the funding implications of the strategy (chapter 5)
 - a "core capacity statement" summarising the council's capacity to deliver the proposed programme (chapter 6)
 - targets and performance indicators that will be used to monitor implementation of the strategy (chapter 7)
 - and a number of additional chapters and appendices to present further detail and to assist specific individuals and groups to find the information most likely to be of interest to them
- 2.5 This School Travel Strategy is a part of the council's statutory requirement to develop a Local Implementation Plan. Readers seeking more detail or further background should read this appendix in conjunction with the broader strategy.

3.0 Policy Context

European Road Safety Charter

- 3.1 The European Commission launched the European Road Safety Charter with the aim of achieving a 50% reduction in road accidents by 2010 – a saving of 20,000 lives. The charter, which supports the European Road Safety Action Programme, sets out principles for a sustainable road safety policy at the local level. Islington Council is a signatory of the charter and are committed to proactively undertake measures to achieve the objective of reducing the number of traffic-related deaths on the roads by at least 50% by 2010.

National and London-wide Policies

- 3.2 The Islington School Travel Strategy is linked to a number of national and local strategies.

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- 3.3 The **Government's Integrated Transport Policy (1998)** emphasises the need to address the problems of car usage for the school journey, recommending the adoption of Safer Routes to School schemes in every local authority as a means of reducing traffic congestion at school peak times and improving the health of children.
- 3.4 The **Government's Road Safety Strategy, *Tomorrow's Roads – Safer For Everyone (2000)***, set a target to achieve a 50% reduction in the number of children killed and seriously injured and a 10% reduction in the slight casualty rate by 2010.
- 3.5 The **Government White Paper, *'Our Healthier Nation' (1999)*** highlights the fact that, nationally, accidental injury (including on the roads) causes nearly one third of deaths in 10 – 14 year olds, whilst two thirds of accidental deaths among 15 – 24 year olds are due to road crashes.
- 3.6 **London's Road Safety Plan (2001)** acknowledges the importance of casualty reduction by building on the government's targets. This plan establishes an enhanced target for children of a 50% reduction in the numbers killed or seriously injured and also applies a 40% reduction target to each of the categories of pedestrians, cyclists and powered two-wheeler riders.
- 3.7 **The Mayor's Transport Strategy for London (2001)** contains a commitment to ease congestion by a reduction of traffic growth in outer London by a third. The strategy also aims to "improve air quality and the environment, alongside promoting healthier means of travel."
- 3.8 The **Department for Education and Skills (DFES)** and **Department for Transport (DfT)** Travelling to School initiative, which sets out details of the grants available to schools of, typically, £5000 per primary and £10,000 per secondary school, on approval of their School Travel Plan.

Local Policies

Public Service Agreement

- 3.9 Islington Council has a Public Service Agreement (PSA) with the Office of the Deputy Prime Minister (ODPM) encompassing local casualty reduction targets for killed and seriously injured casualties, including child casualties. This agreement stretches the national and London targets.

Planning Context

- 3.10 The council's statutory **Unitary Development Plan (UDP)**, adopted in June 2002, sets out the council's planning policies, and provides the basis for all the council's planning decisions. The UDP policies that address school travel have been incorporated into the Sustainable Transport Strategy policies established in chapter 3 and listed in the next section.
- 3.11 As part of a major reform in the UK planning system, all local authorities are currently phasing out their UDP and replacing it by a Local Development Framework. It is anticipated that most elements of the LDF will be adopted towards the end of 2007 or early in 2008. The UDP and LDF are discussed in more detail in chapter 3.
- 3.12 School development applications in Islington are subject to the planning policies in the UDP, and eventually the LDF. Islington Council will use the planning process to further encourage walking, cycling and public transport to schools, and to help address other problems with school travel in the borough.

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Sustainable Transport Strategy Policies

3.13 Islington's STS establishes a number of strategic transport policies that support safer, more environmentally friendly and more efficient school travel in Islington. These are presented in chapter 3 of the STS.

- SA3 Traffic reduction:** We will make Islington's roads safer and less congested by reducing non-essential motor vehicle journeys, especially in residential, shopping and school areas
- SA4 Safer routes to school:** We will review traffic arrangements around every school in Islington to reduce road danger for school-children
- SA5 Road safety education:** We will continue to raise awareness of road dangers and promote safer behaviour, especially to protect vulnerable road users
- SA6 Maintaining our highways:** We will prioritise maintenance expenditure on roads and footways to reduce the risk and occurrence of defect-related accidents
- G9 People-friendly streets:** We will increase walking by making Islington's streets more 'people-friendly'
- G10 Cycling-friendly streets:** We will increase cycling by making Islington's streets more 'cycling-friendly'
- G12 Behaviour change education:** We will continue to complement our range of physical measures with travel awareness education, information, events and project pilots, and travel plan promotion, to encourage shift towards more sustainable travel
- G13 Sustainable development planning:** We will ensure that all new development in Islington maximises accessibility by sustainable modes of transport, that major developments are located near public transport hubs, that access standards are met and that negative impacts on the transport network are mitigated
- E1 Balancing demands:** We will balance competing demands for Islington's limited space to make transport more efficient, giving priority to pedestrians and people with mobility difficulties, then cyclists, then users of public transport, then delivery vehicles, then users of cleaner-fuel vehicles, then other road users
- E3 Reducing congestion:** We will ensure the safe and efficient flow of traffic to reduce traffic congestion, particularly where this will benefit more vulnerable road users, pedestrians, cyclists and public transport users

4.0 Sustainable Transport Strategy Performance Measures

4.1 Islington's STS establishes four performance measures that support safer school travel in Islington. Table L.1 sets out the specific performance measures related to improving school travel. These are also presented in chapter 7 of the Sustainable Transport Strategy.

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Table L.1: Islington's Sustainable Transport Strategy targets and performance indicators for improving road safety

Target/PI	Performance Indicator Description	Baseline Measure	Interim target – 2006/07	Interim target – 2008/09	End target	Islington LIP Objective	Source
I. Improving road safety							
Target LIP2	Percentage of primary and secondary schools reviewed for school road safety <i>(Data updated annually)</i>	31% (19)	68% (42)	100% (62)	100% (62) by end of 2008	Safe	LIP Guidance Target; data from LBI
PI LIP15	Percentage of primary and secondary schools with school road safety schemes implemented <i>(Data updated annually)</i>	31% (19)				Safe	LIP Guidance PI; data from LBI
Target LIP8	Percentage of schools that have developed a school travel plan <i>(Data updated annually)</i>	2004/05: 3% 2 out of 62 total	68% (42)	100% (62)	100% (62) by end of 2008	Green, Safe	LIP Guidance Target; data from LBI
PI LIP20	Proportion of school trips by modes other than car	Trips not by car: 92%				Green	LIP Guidance PI; data from LATS 2001 Household Survey

5.0 Sustainable Transport Strategy Proposals

School Travel Plans

Sustainable Transport Strategy Proposals

Prop ST1

To introduce and actively promote school travel plans to all centres of education in the borough by 2008-09

- 5.1 The programme for the roll out of school travel plans will be prioritised based on the following factors:
- occurrence of accidents, recognising that concern about road safety is perhaps the single most significant barrier to walking and cycling for the school journey
 - the school community's willingness to participate
 - links to other traffic schemes in the area including walking, cycling, and safety schemes
 - synergies that can be achieved by focusing on clusters of schools
 - the number of vulnerable children within the school community – evidence indicates that children from poor families, those with disabilities and those from black and minority ethnic backgrounds are especially vulnerable to road accidents
- 5.2 The number of schools that can be covered in any one year will depend on the level of funding that is made available. Table L.2 outlines the programme planned to meet the targets.

Table L.2: School Travel Plan Target

Year	Number of schools to have travel plans
2004/05	2 pilot schools
2005/06	20
2006/07	20
2007/08	20

- 5.3 Only schools that have adopted school travel plans will be able to benefit from TfL funding for safer routes to school measures. Thus, the school travel plan and safer routes to school programmes will be planned, prioritised and delivered in close co-ordination.

Related STS Programme

- 5.4 The STS sets out a programme in appendix A to deliver the proposals. The School Travel Plans programme includes
- Establishing School Travel Plans (20 schools per annum for 4 years)
 - Maintaining and monitoring School Travel Plans (62 per annum for 10 years)

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Safer Routes to School

Prop SR1

To continue to implement physical engineering measures to provide safer routes to Islington's schools

- 5.5 The main objective of the Islington Road Safety Plan (appendix K) is to save lives and prevent injuries. The safer routes to school programme is key to meeting that objective.
- 5.6 Safer routes to school engineering measures will be designed to
- reduce road traffic accidents
 - reduce speed and rat running around the school
 - promote healthy and sustainable travel habits
- 5.7 Transport for London has recently changed funding arrangements and will now only grant safer routes to school funding for works that benefit schools who have adopted school travel plans. The implementation of these two programmes will therefore be co-ordinated. Schools, or clusters of schools, that have the greatest need for physical measures to address road safety risks will be prioritised for development of school travel plans so that they are subsequently eligible for TfL funds.
- 5.8 Safer Routes to School projects are also funded through regeneration funding. In which case projects are normally targeted on those schools with the highest proportion of vulnerable children.

Prop SR2

To continue to co-ordinate and to expand the school crossing patrol service

- 5.9 Islington's school crossing patrol service is a vital component in encouraging a more sustainable form of travel for the school journey. There are currently 22 school crossing patrol sites within the borough. These are reviewed on an annual basis using a standard checklist, which includes monitoring the speed of vehicles at each location, any injury accidents that have occurred, parking problems and any change in circumstances at the sites. Comments and suggestions from patrol personnel are also taken into account.
- 5.10 Islington Council is committed to maintaining the current service levels. Through education and awareness campaigns it is hoped that the continued promotion of the service will maintain and improve upon the existing staffing levels.

Related STS Programme

- 5.11 The STS sets out a programme in appendix A to deliver the proposals. The Safer Routes to School programme consists of three school clusters per annum for 10 years.

Other STS Policies and Programmes

- 5.12 Because making school travel safer, healthier and better for the environment is central to the council's Sustainable Transport Strategy, many of the strategy's policies, proposals and programmes will contribute towards the success of this School Travel Strategy. For instance, traffic calming in residential areas (such as 20mph zones) and improving cycle routes will contribute towards some Safer Routes to School schemes, and the council's broader Travel Awareness programme will assist in the promotion and development of school travel plans. For this reason, this School Travel Strategy should be read in conjunction with the overall strategy.

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5.13 One additional area of the Sustainable Transport Strategy that particularly impacts on school travel is the Road Safety Education and Training programme. This programme includes a number of initiatives directly relating to road safety for children, teenagers and their parents, including the following:

- 'Walk Safer' child pedestrian training scheme
- 'Safer Steps' Pre-school resource programme
- 'Walking buses' start up pack and support available for schools/ parents wishing to run these services
- Cycling Proficiency scheme, serving years 6 and 7, (supported by Met Police)
- Kerbcraft Practical Pedestrian Training
- Junior Citizen
- Young Voyager
- School Crossing Patrol Officers

6.0 Delivering this School Travel Strategy

Aims

6.1 To achieve the objectives of the transport strategy, the aims of this school travel strategy are:

- to increase bus use amongst the school population
- to make cycling and walking safer and more attractive through developing safer routes to school
- to develop partnerships with schools, their communities and other organisations and to promote the development of school travel plans
- to reduce child casualties through the introduction of safer routes to school
- to promote road user safety through education and training
- to promote the health benefits of walking and cycling
- to widen modal choice by ensuring new educational establishments are accessible by walking, cycling and public transport

6.2 The School Travel Strategy for Islington will build upon work already being undertaken by the council. To ensure maximum success using the limited resources available, priority will be given to groups of schools where the potential for achieving beneficial change is greatest.

Consultation

6.3 This draft School Travel Strategy will undergo an eight-week public consultation process along with the overall Sustainable Transport Strategy. This process will invite feedback from schools and their communities, including head teachers, governors and parents, as well as the general public, elected council members, Transport for London, neighbouring boroughs and other key stakeholders.

Partners

6.4 The council's will continue to work with a number of key partners in delivering this strategy, including

- the Metropolitan Police
- Transport for London
- Islington Primary Care Trust (PCT)

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- CEA Islington
- individual schools

7.0 Implementation of School Travel Plan Schemes

What is a School Travel Plan

- 7.1 A School Travel Plan (STP) is a document that outlines a series of practical steps, incorporated into the school's development plan, which aim to improve children's health on the journey to and from school. It will help pupils and parents to identify healthy and sustainable transport options, reduce the numbers of cars on the road at peak times and contribute to the improvement of the environment around the school.
- 7.2 A STP will contain information on how students and staff at the school currently travel to and from school, some background information about any problems that are faced on the journey and details of a variety of measures tailored to the school's individual needs. It will
- set out a number of practical steps for improving children's safety on the school journey
 - aim to reduce the number of car trips made to school and replace these with journeys made on foot, bicycle and public transport
 - have clearly stated objectives and targets that are achievable, measurable and supported by the whole school community (pupils, staff, parents, governors, local businesses and the general public)
- 7.3 The final STP document outlines a number of practical steps the school can take to improve children's health and safety. Some of the steps that may be considered are:
- a 'walking bus'
 - participation in Walk to School Week
 - cycle training provided by the council
 - practical pedestrian training
 - car sharing
 - initiation of a school crossing patrol
 - installation of cycle parking sheds
 - new crossings and other changes to nearby traffic
 - improvements to signage
- 7.4 A successful STP provides a variety of benefits, not only for the pupils but also the local community. Some of these joint benefits include:
- increased road and personal safety skills
 - improved levels of fitness by increasing the amount of walking and cycling
 - increased knowledge and awareness of the local community
 - increased independence among the children
 - reduced traffic and pollution outside school grounds
 - improved relationships with the local community
 - contribution to an environmental policy
 - an available grant of £3,750 plus £5 per pupil for primary schools, and £5,000 plus £5 per pupil for secondary schools

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- 7.5 It is hoped that schools will be able to produce their own STPs with the council's support throughout the entire development process and the production and distribution of the School Travel Plan Toolkit. Workshops will have been planned to ensure that the council engages with members of the school communities.

Components of the School Travel Plan Process

- 7.6 The council will seek to encourage schools to take ownership of their school travel plan. The following steps will be taken by the council, as illustrated in Annex 1:
1. follow-up schools that have already taken part in Safer Routes to School
 2. provide advice and assistance by delivering the travel plan toolkit
 3. provide annual School Travel Plan workshops for co-ordinators and workshops
 4. have regular meetings with the school's travel plan co-ordinator
 5. carry out a school road safety review with input from the school community
 6. monitor progress at each school and encourage and provide assistance towards further progress
 7. help schools to review and report on progress annually, including travel surveys
 8. give recognition to schools and individuals who show a high level of dedication and commitment to their school's travel plan through annual School Travel Plan Champion Awards
 9. produce a School Travel Plan Newsletter for Islington
- 7.7 Workshops are offered to schools to help develop plans, and road safety advice is given through the Road Safety Officers and School Travel Plan Advisor.
- 7.8 When approaching a school, the council's Travel Plan Advisor makes initial contact with the head teacher or member of the school. The School Travel Plan Advisor then meets with the school representative and presents the School Travel Plan Toolkit, giving ownership of the scheme to the school. At this meeting further measures are arranged, such as appointing a travel plan co-ordinator and setting up a school travel plan working group.

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- 7.9 At this stage, the school is required to conduct pupil and parent surveys to identify patterns of travel and provide baseline data. Once the data from the surveys has been collated, the draft plan can be written taking into consideration the responses from pupils, staff and parents. This draft is then circulated for approval within the school community, including governors, the school council, members of the local community, the head teacher and the council's School Travel Plan Advisor. Once the final plan has been approved the initiatives can begin to be implemented.

School Travel Plan Toolkit

- 7.10 The council launched a pilot of its School Travel Plan Toolkit resource pack in October 2004 to provide advice and guidance to any school wishing to be pro-active in developing their own School Travel Plan.
- 7.11 The travel plan toolkit is designed to help a school to prepare a travel plan. It helps pupils, parents, staff and the local community to understand and implement a range of measures that will improve the safety of children and staff on their journey to and from school. The toolkit suggests measures such as pupil road safety training, improving the local street environment, initiating 'walking buses', and raising the entire school's awareness of travel issues.
- 7.12 The toolkit is divided into different sections designed for teachers and travel plan committee members. It has also been divided so that the process of improving travel at a school can begin from a variety of different starting points.

Funding

- 7.13 Funding for school travel plans has been secured for 2005/06 through a TfL Borough Spending Plan (BSP) allocation, the Neighbourhood Renewal Fund (NRF) and the Department for Education and Skills (DfES). This has been used to appoint a School Travel Plan Co-ordinator and to provide additional resources for 2005/06. The council will continue to bid on an annual basis to secure further funding from these and other sources to achieve our school travel plan targets.

Monitoring

- 7.14 Islington's road safety team will work alongside schools to implement their STP and help to promote awareness through newsletters, posters, leaflets, workshops, local newspaper/television adverts, publicity events, and meetings with the parents association. The road safety unit will maintain enthusiasm at schools by monitoring and identifying schools that require more support and by encouraging and helping with continuous events across the borough. The effectiveness and annual reviews carried out by the school and the level of participation will be monitored annually by the School Travel Plan Co-ordinator. Table L.3 outlines the annual STP programme.

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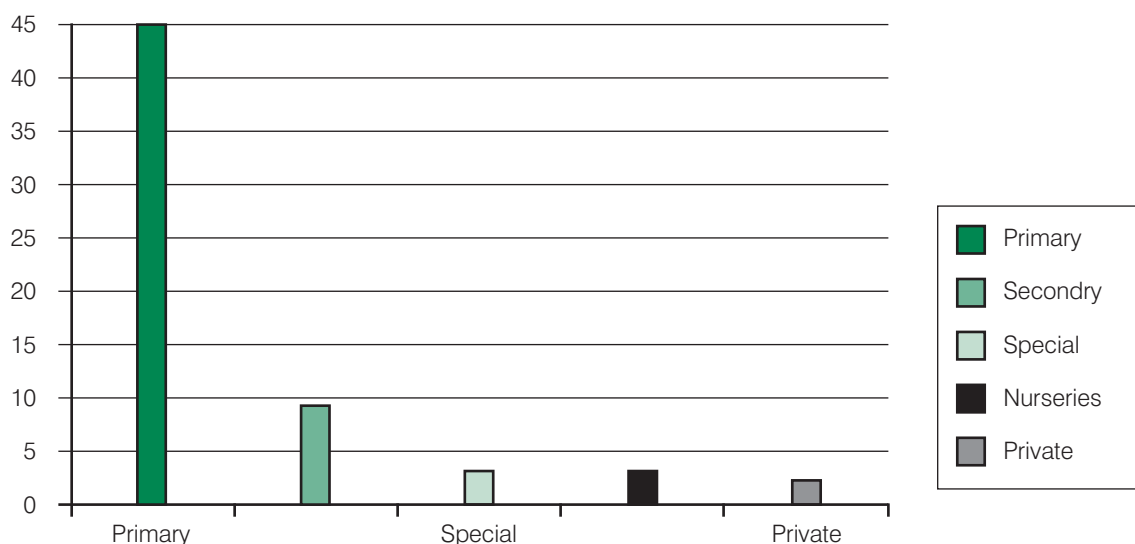
Table L.3: Annual School Travel Plan Programme

Year	Number of Schools to have STP's	Annual Reviews of STP's
2004/05	2	0
2005/06	20	2
2006/07	20	22
2007/08	20	42
2008/09	0	62
2009/2010	0	62

Educational Establishments in Islington

7.15 Figure L.1 shows the breakdown of educational establishments in the borough.

Figure L.1: Breakdown of Educational establishments in Islington

**The Existing Situation**

7.16 School travel problems and congestion outside the school gate have been highlighted as a serious concern by the schools and wider communities in the borough. Providing safer walking and cycling routes to schools, and introducing traffic calming measures in the vicinity of schools were all identified as having the potential to encourage more school journeys to be made by more sustainable modes. Table L.4 lists the 19 schools that have already participated in the council's Safer Routes to School programme.

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Table L.4: Safer Routes to School Programme 2001-2005

School	Year
St Aloysius	2001/02
Ashmount Infants and Juniors	2001/02
Mount Carmel RC	2001/02
Canonbury Infants and Juniors	2001/02
William Tyndale	2001/02
Montem Primary School	2001/02
Pakeman	2001/02
Gillespie Primary School (NRF)	2001/02
Ambler Primary School (NRF)	2001/02
St.Peter's and St Paul's RC Primary School	2003/04
Hugh Myddelton Primary School	2003/04
Robert Blair Primary School	2003/04
Sacred Heart Primary School (NRF)	2003/04
St Mary Magdalene Primary School (NRF)	2003/04
Hungerford Primary School	2003/04
Duncombe	2004/05
St Marks	2004/05
Christ the King	2004/05
Pooles Park (NRF)	2004/05

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Table L.5: School Travel Plan Prioritisation

Casualty Data	Year	School	Review
11	2005-2006	Vittoria	2006-2007
10	2005-2006	Grafton	2006-2007
9	2005-2006	Copenhagen	2007-2008
9	2006-2007	St Andrew's	2007-2008
9	2006-2007	St Mary's Islington	2007-2008
8	2006-2007	Blessed Sacrament	2007-2008
8	2006-2007	Elizabeth Garrett Anderson	2007-2008
8	2006-2007	Highbury Grove	2007-2008
8	2006-2007	Holloway	2007-2008
8	2006-2007	Newington Green	2007-2008
8	2006-2007	St John Evangelist	2007-2008
8	2006-2007	Tufnell Park	2007-2008
7	2006-2007	Hargrave Park	2007-2008
6	2006-2007	Islington Arts and Media	2007-2008
6	2006-2007	St. John's Highbury Vale	2007-2008
6	2006-2007	St John's Upper Holloway	2007-2008
5	2006-2007	Laycock	2007-2008
5	2006-2007	St Joan of Arc	2007-2008
5	2006-2007	St Jude's and St Paul's	2007-2008
4	2006-2007	Drayton Park	2007-2008
4	2006-2007	St Luke's	2007-2008
3	2006-2007	Central Foundation	2007-2008
3	2007-2008	New North Community	2007-2008
3	2007-2008	Islington Green	2007-2008
3	2007-2008	St Joseph's	2008-2009
3	2007-2008	Winton	2008-2009
2	2007-2008	Prior Western	2008-2009
2	2007-2008	Rotherfield	2008-2009
2	2007-2008	Yerbury	2008-2009
1	2007-2008	Clerkenwell Parochial	2008-2009
1	2007-2008	Hanover	2008-2009
1	2007-2008	Highbury Quadrant	2008-2009
1	2007-2008	Moreland	2008-2009
1	2007-2008	Thornhill	2008-2009
0	2007-2008	Highbury Fields	2008-2009
	2007-2008	Kate Greenaway	2008-2009
	2007-2008	Margaret McMillan	2008-2009
	2007-2008	North Islington	2008-2009
	2007-2008	St Paul's Steiner	2008-2009
	2007-2008	Dallington	2008-2009
	2007-2008	Richard Cloudesley	2008-2009
	2007-2008	The Bridge School	2008-2009
	2007-2008	Samuel Rhodes	2008-2009

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7.17 Examples of reasons parents cited for not using sustainable modes of travel for the school journey:

- changing lifestyles – where both parents work, or in the case of single parent families, time becomes a major constraint to accompanying younger children on foot
- children attend different schools
- roads are perceived to be too dangerous to walk/cycle along or cross
- children have more choice of schools and consequently can travel longer distances, which may be too far to walk
- public transport is either not available or impractical

Targeting of Schools

7.18 All schools that have completed the Safer Routes to School programme will be targeted first. After these schools have completed their STPs, the remaining schools will be targeted using child casualty data, priority been given to schools with the highest levels of accidents within a 0.25 mile radius of the school. Table L.5 outlines the prioritisation of schools in Islington according to casualty data. The schools are also shown on a map of the borough in Annex 2.

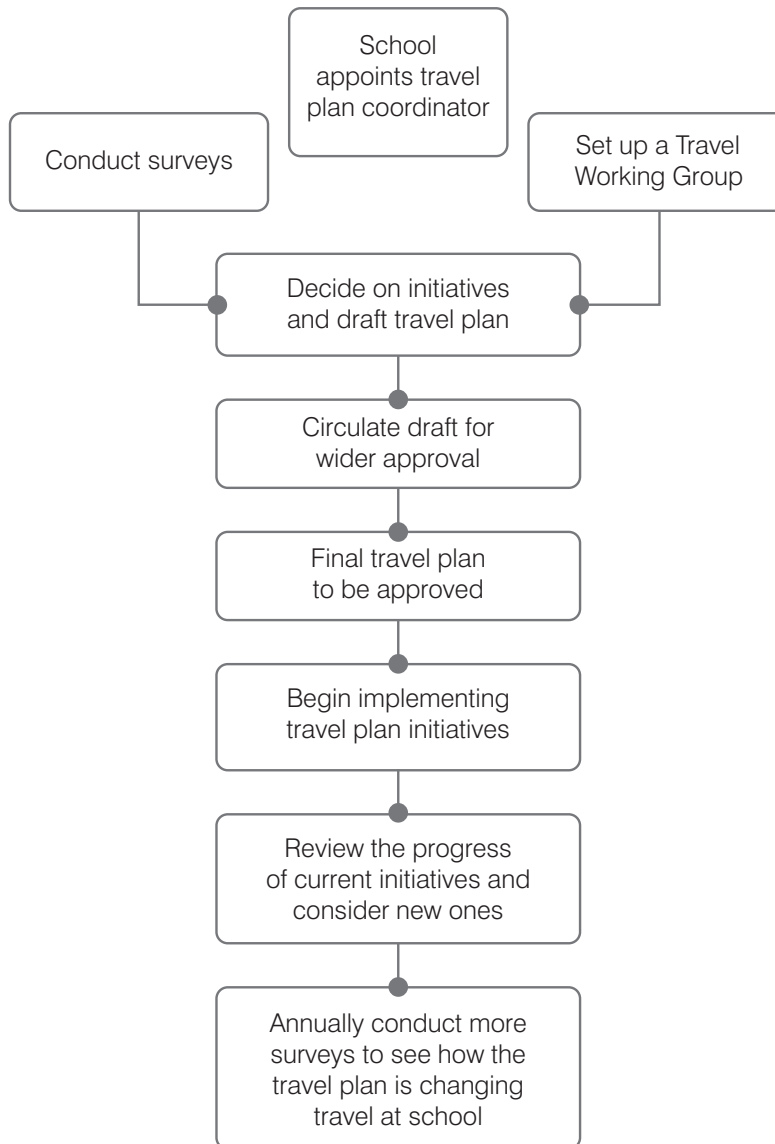
8.0 Conclusion

- 8.1 School-related travel generates a significant amount of traffic in Islington. School-aged children are also among the most vulnerable road users. This School Travel Strategy has presented the key policies, proposals and programmes from Islington's Sustainable Transport Strategy that will help to promote greener forms of travel for school-related journeys, and which will contribute towards improved road safety and reduced road traffic-related child casualties in Islington over the next ten years. In addition, the strategy has presented detailed information on how school travel plans are developed, and how the council will go about helping every school in Islington to develop one over the next few years.
- 8.2 Progress towards implementation of the measures outlined in this plan will be reported annually as part of overall monitoring of the Sustainable Transport Strategy.

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9.0 Annex I: Developing a School Travel Plan

Process Chart



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2004-2005

- 1 Canonbury Primary School
- 2 Pooles Park Primary School

2005-2006

- 1 Ambler Primary School
- 2 Ashmount Primary School
- 3 Christ the King Primary School
- 4 Copenhagen Primary School
- 5 Duncombe Primary School
- 6 Gillespie Primary School
- 7 Grafton Primary School
- 8 Hugh Myddelton Primary School
- 9 Hungerford Primary School
- 10 Montem Primary School
- 11 Mount Carmel Secondary School
- 12 Pakeman Primary School
- 13 Robert Blair Primary School
- 14 Sacred Heart Primary School
- 15 St Aloysius College
- 16 St Mark's Primary School
- 17 St Mary Magdalene Primary School
- 18 St Peter's and St Paul's Primary School
- 19 Vittoria Primary School
- 20 William Tyndale Primary School

2006-2007

- 1 Blessed Sacrament Primary School
- 2 Central Foundation Secondary School
- 3 Drayton Park Primary School
- 4 Elizabeth Garrett Anderson Secondary School
- 5 Hargrave Park Primary School
- 6 Highbury Grove Secondary School
- 7 Holloway Secondary School
- 8 Islington Arts and Media Secondary School
- 9 Laycock Primary School
- 10 Newington Green Primary School
- 11 New North Community Primary School
- 12 St Andrews Primary School
- 13 St Joan of Arc Primary School
- 14 St John Evangelist Primary School
- 15 St John's Highbury Vale Primary School
- 16 St John's Upper Holloway Primary School
- 17 St Jude and St Paul's Primary School
- 18 St Luke's Primary School
- 19 St Mary's Islington Primary School
- 20 Tufnell Park Primary School

2007-2008

- 1 Clerkenwell Parochial Primary School
- 2 Dallington Private School
- 3 Hanover Primary School
- 4 Highbury Fields Secondary School
- 5 Highbury Quadrant Primary School
- 6 Islington Green Secondary School
- 7 Kate Greenaway Nursery School
- 8 Margaret McMillan Nursery School
- 9 Moreland Primary School
- 10 North Islington Nursery School
- 11 Prior Weston Primary School
- 12 Richard Cloudesley Special School
- 13 Rotherfield Primary School
- 14 Samuel Rhodes Special School
- 15 St Joseph's Primary School
- 16 St Pauls Steiner Private School
- 17 The Bridge Special School
- 18 Thornhill Primary School
- 19 Winton Primary School
- 20 Yerbury Primary School

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX L SCHOOL TRAVEL STRATEGY

Annex 2: School Travel Plan Development Timeline



Scale 1:35,000



SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016

APPENDIX L ISLINGTON SCHOOL TRAVEL STRATEGY